

CARY STREET ROAD OUT IN HENRICO

(Continued from First Page.)

Richmond, and is a commercial asset to the big city, because it is one of the most used thoroughfares to bring trade and traffic to the city, but it must be said that the city does not seem to appreciate the advantages of this road as it should. As a matter of fact, the road is all right as long as it trails into the county, but the minute it strikes the city limits, the enlarged limits, made possible by annexation, and becomes a city street, it ceases to be a good road, and becomes a muck mire that the county of Henrico or any other county would be ashamed of, and that the city of Richmond ought to be doubly ashamed of.

Good Road, But Awful Street.
I took a little ride out on this alleged street and this first-class country road the other day, and I know whereof I speak. From a distant point in the county to the city limits the road is perfect, one of the best roads in the whole State of Virginia, the magnificent rock roads of Rock-bridge county and Augusta county not excepted, but as soon as the Cary Street Road strikes the new city limits and becomes Cary Street and Grove Street, it becomes a disgrace to twentieth century civilization. There is no exaggeration; it is a plain fact that anybody who rides out on the alleged street will readily certify to.

I am sure I do not know what the city fathers have up their sleeve, and I can tell what they are up to, provide for in their budget, but it does seem to me that the money needed to make Cary Street and Grove Road as good a thoroughfare within the city limits as private enterprise has made them good beyond the city limits ought to be forthcoming. It seems to me that Richmond owes this much to its reputation as a progressive city. I am told that less than a quarter of a mile of good macadam on Cary Street would meet the good macadam of the county on the Cary Street Road as well as a quarter of a mile on the Grove Road would make a perfect connection with the good macadam of the Tuckahoe District on that thoroughfare. Just a half a mile of macadam road would make Richmond mighty popular with the country folks, and add immensely to the business of the town.

A Countryman Talks.
I was talking with a Henrico county farmer about this Cary Street Road the other day. Maybe he was a little nettled, and it may be that he had some kind of a grudge against Richmond. Anyhow he said a whole lot, and I am disposed to quote him. Here is what he said, after telling me the situation and giving me some points as to the geography of the country:

"For many years past, the Tuckahoe District has been famous for its good roads, and to-day, thanks to the good work of Supervisor Grant, its roads up to the city limits are far superior to the alleged city streets from the county limits on to the Boulevard, and now with the completion of the Cary Road macadam the difference between the Tuckahoe roads and the city streets is still more marked."

"I don't know why it happens that way, but it seems to me that since annexation the city has become all the more indifferent about its streets, leading out into the county. Certain it is that since annexation the Cary Street Road has become much worse within the city limits than it used to be. All the county folks ask, and it seems to me they have a right to ask that much, is that the city shall keep that part of the road within the city limits in as good condition as the country people and the private property owners keep it beyond the city limits."

The Henrico man talked eloquently along these lines, and said much more than I have room to print. He added, however, that a blind man or a man traveling in the dead of night could tell when he struck the city limits on the Cary Road because of the difference in the surface of the road and the so-called city street. He declared that since annexation the city part of the road had been so terribly cut up and so little improvements made that the whole distance from the county line to the city limits was a continuous jolt, and that nothing more or less than a mire that is at times absolutely impassable by heavily loaded country wagons."

A Reasonable Demand.
My friend went on to tell me how the farmers bring their produce to the commission merchants, and thus affording them a profit, and then spending the proceeds of their produce with Richmond merchants, thus giving them a profit, thereby profiting Richmond going and coming, and that to expect it not to do something better than to haul produce through which to pull going and coming. His argument sounded to me good, and I could not help but say, and I put the Amen in caps when he said:

"Now I submit that it is good policy for the county and the city to pull together, and when the county builds at great expense a fine road miles long, that the city should continue this road inside its limits to such conditions as the traffic demands. Further, much business comes over Cary Street road—merchandise is hauled in on which brokers and grocers make profit. The same wagons carry back supplies to the county on which Richmond merchants have made a profit. It works both going and coming—works while you sleep, as any one will tell you who happens on Cary Street Road at night. For the city to keep Cary Street and Grove Road both in their present condition is like a store having its entrance so filthy that a lady cannot enter. No sensible merchant would do it, but to explain why Richmond does this and many other things is far beyond the ken of the humble Henrico county farmer. Richmond is great on annexation, but hell after she has annexed."

MANCHESTER MUCH IN THE LIMELIGHT

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For this fear of mosquitoes, Manchester might have been larger than Richmond, for it is known of all men what an incentive to commercial activity and growth was the canal.

Great Railway Town.
In the course of time the railroads came along and Manchester profited by them. The Richmond and Danville, now the Southern, and the Richmond and Petersburg, now a link in the Atlantic Coast Line, established their shops in Manchester, and these brought to the city more and more men and factory operatives. Other enterprises grew up around the railway shops, and the old town continued to grow, until it is now estimated that 12,500 to 13,000 people live within the corporate limits. Manchester is no town in the State is better blessed with schools and churches than Man-

Grape

All of the now famous Sun-Cured Leaf Tobacco known to the world is grown in a few counties near to Richmond. Every pound of it is sold in Richmond, and the Richmond manufacturers get the cream of the crop from year to year—what outside factories get is simply the "leavings."

Hence, the best SUN-CURED CHEWING TOBACCO is MADE IN RICHMOND—indeed, it may be said that none is genuine that is not

Made in Richmond

THE BRAND KNOWN AS

Grape

Is the BEST Sun-Cured Chewing Tobacco made in Richmond.

Therefore GRAPE is the best Old Virginia Sun-Cured Chew in the World.

Some people are sometimes fooled by spurious brands of sun-cured, so called, but no sensible chewer can always be fooled into trying a thing that an impecunious dealer may try to pass off upon him as "just as good as Grape." No alleged "sun-cured" can possibly be "just as good as Grape."

Be Sure You Get the Real Grape

Made in Richmond by

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REMEMBER: The name Patterson on Tobacco stands for Quality.

chester, and altogether it is a good place to live in.

Of course, Richmond has always overshadowed Manchester in a commercial way, but all the same the town does a big mercantile business. A big back country trades with Manchester in preference to Richmond, and there is probably no street in any town in the State of its same length that shows more trade activity than Hull Street.

When Manchester becomes "Washington Ward," as the enthusiastic annexationists say it will certainly do, certain influences that have retarded the town's growth will, so it is claimed, be removed, and there are many people who believe "Washington Ward" will become not only a more active business center than Manchester is now, but will also be one of the loveliest parts of Richmond in which to live and move and have one's being. With its many churches and schools, and with better paved streets and other city advantages, why shouldn't it?

GREAT PROGRESS IN ROAD BUILDING

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counties that have received help of this kind is that it is one of the State's very best investments.

Three Methods of State Aid.
Three methods of state aid that are being much discussed are: Appropriation to the counties for actual construction of roads; by giving to the counties engineering assistance in the location and construction of roads and building bridges, and by using State convicts for good roads construction.

It is toward the system of aid through engineering assistance that public sentiment seems to be turning most decidedly. Dr. Joseph Hyde Pratt, who is North Carolina's highest authority on good roads, says his idea is that when it comes to the State actually assisting the counties in road construction the State shall not obligate itself to the actual construction of the roads, but that for a certain number of years it will give to each county that will make a certain appropriation for public road construction a certain amount in order that good road construction shall be begun in that particular county, as he believes that if once good road construction is begun in the right way in any county it will be continued right along.

Dr. Pratt takes the position, however, that the most satisfactory form of State aid to counties, and the one that will meet with the most general approval, is engineering assistance to the counties. He declares that if one State makes a sufficient appropriation to enable the department having this work in charge to employ a sufficient number of road and bridge engineers, so as to give the engineering aid that the counties call for, it will be found that very great advantage will be made in every section of the State.

It is generally conceded that the most serious drawbacks to good road construction in North Carolina has been the waste of funds through the inefficiency and incompetency of those in charge of the work.

Use of Convict Labor.
North Carolina is to face the question of State convict labor for public road construction when the Legislature convenes again. Now convicts are hired out to railroad companies at \$1.50 per day, may be taken in stock in the railroads being constructed. There is a steadily increasing sentiment that it would be much better to use these convicts on terms mutually advantageous to the State and the county, instead of using them on railroads that pass ultimately into the hands of corporations.

Leaders in North Carolina's good roads work are proud of this State's record of fifth among the Southern States in the matter of good roads activities. Within less than one year—since the adjournment of the last Legislature, in fact—twelve counties have issued road bonds aggregating \$440,000, and more than three times as many counties are constructing good roads than were engaged in this work a year ago. While a large part of this activity is along the lines of the great automobile highways, inspired by the automobile pathfinders and those interested in these great undertakings, the work is spreading into remote counties, and there will be no question of more general and

PLANS FOR SCHOOL BOYS' CORN CLUB

State Agent of Farmer's Demonstration Work Announces Procedure.

The plan for school boys' corn clubs, as given by T. O. Sandy, State agent of farmers' co-operative demonstration work, follows:

The clubs are to be organized by the superintendent and teachers of schools in the following counties: Amelia, Dinwiddie, Chesterfield, Powhatan, Cumberland, Buckingham, Fluvanna, Goochland, Louisa, Orange, Albemarle, Culpeper, Fauquier, Nelson, Amherst, Bedford, Franklin, Campbell, Pittsylvania, Halifax, Charlotte, Prince Edward, Nottoway, Appomattox, Lunenburg, Brunswick and Mecklenburg.

No boy over eighteen years of age is eligible. The minimum acreage is ten square yards, is the standard, nothing more or less. Each boy is required to do the work himself, and to keep an accurate account of expenses. Figure actual cost of fertilizer at market price, the use of a horse at the rate of \$1 per day, and the boy's work at the rate of 50 cents per day. After harvest a written statement must be given of how the crop was grown.

The corn must be measured, not weighed. This must be done by two disinterested and intelligent parties, and an affidavit must be signed before a justice of the peace or the local or district agent of the farmers' co-operative demonstration work in charge of said county. The certificate of measurement of the land and of the corn must be accompanied by the crop report.

The following method is advised: Good deep plowing. (Subsoil red clay land, if possible. On well-drained land subsoiling is not necessary.) When manure can be had, use broadcast, from ten to twelve two-horse wagon loads to the acre, which should be thoroughly worked into the soil, preferably by discing.

To meet conditions any of the following fertilizers and amounts may be used:

1. 500 pounds of pure raw bone to the acre.
2. 250 pounds of pure raw bone and 250 pounds of 16 per cent. acid phosphate to the acre.
3. 700 pounds of 16 per cent. acid phosphate to the acre.

Note.—Where there has been no clover fallow or manure used a complete fertilizer is advised—3-3-3 goods, 500 pounds per acre.

A deep, fine seed bed is urged. Good seed corn must be secured. Rows must be laid out three feet and ten inches apart. The distance in the step must depend on the strength of the land. Corn should be worked level and shallow. Cultivators must be run every ten days, also after each rain, to keep a dust mulch on the land. The cultivation must continue until earing time.

Note.—Additional amount of fertilizer can be used if desired. A suggestion, but not a requirement, is to use 1,000 or 1,500 pounds of agricultural lime to the acre. This should be applied broadcast and harrowed in lightly as soon as possible after it is applied. If lime has been used, manure plowed, if lime has not been used, manure plowed ten days after. Fall and winter plowing is highly recommended.

All prizes offered in connection with this work are for the largest yield per acre. A complete list of the prizes for State and counties will be published as soon as possible.

REAL ESTATE AND BUILDING NEWS

(Continued from First Page.)

Manager Gover reports more sales. In the meantime the incorporators of this suburb are continuing to spend money to make it all the more attractive. The paving and sewerage system inaugurated in Woodland Heights is said to be the most up-to-date in the Southern country.

Ginter Park has added laurels to its crown by marked improvements in its water-works system. A new fifty-horse-power oil engine has just been installed at the pumping plant. This is something of a new venture, and is said to be something very new in water-works, but the Ginter Park people are on to new things, and there is nothing too good for them to try.

Building activity in the park continues without abatement, and the agents report that the demand for building lots out there continues active.

Of course there is no boom in or about Richmond, but all the same there is great activity in real estate and building circles.

West End Sales.
The past two weeks have been remarkably active in the territory lying south of Grove Avenue, and both east and west of the Boulevard. Over sixty lots have been sold to investors and builders through the agents handling this, the West End Company's, property, and the prospects are that many new will soon be started by purchasers.

This company owns many solid blocks on the Boulevard between Grove Avenue and the park, and this great street, with its central parkway, will become a rival of Franklin and Monument Avenues.

Tenth District Teachers' Meeting.
[Special to The Times-Dispatch.] Staunton, Va., January 22.—A meeting of the teachers of the Tenth Congressional District will be held in Staunton on February 11 and 12. The general theme for this year is the "betterment of Rural Schools," and there will be addresses and papers by well known teachers and educators. A large attendance of the teachers of the district is expected.

TRADE IN LYNCHBURG.

Slight Cessation in Some Lines, but

[Special to The Times-Dispatch.] Lynchburg, Va., January 22.—The jobs in dry goods and notions and a slight cessation of business, though very good for the season. Slight advances are reported in some fabrics. Indications point to an unusually heavy spring trade.

The pipe and plow foundries report business very good. Extensive preparations are being made in anticipation of a large spring trade.

Both the manufacturers and jobbers of shoes state that they are well pleased with the receipt of orders. General effort on the sale of seasonal goods by the retailers. Special sales are now being announced in order to make room for spring stocks.

ALL MARKETS SHOW LARGER RECEIPTS

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ures will perhaps reach eight and a half millions or more. The quality of the offerings has shown some improvement over recent weeks, and prices are higher than they have been for two months, being notably higher than last week. Wrappers continue scarce, and sell for the high dollar whenever they appear.

Bedford City Market.
[Special to The Times-Dispatch.] Bedford City, Va., January 22.—Although there have been rains from time to time during the week, because of the cold temperature there has only been a partial drying of the crop. A good rain Friday night resulted in heavy breaks Friday of various grades, all of which brought very satisfactory prices.

Last season J. A. Clark offered to all who desired it, seeds of the White Burley tobacco, to be used as an experiment as to this soil and climate. Only a few availed themselves of the offer. Those who did are much pleased at the result. Where there is a light soil, the crop from clay, the tobacco has grown and flourished and matured finely. The advantage of the Burley is that it does not require much cultivation here. It does not require much cultivation here. The houses for curing the Burley are kept partially open, freely admitting the air until it rains and the air is very humid. Then the houses or barns must be made tight, and the tobacco is brought in order by the moisture, and thus prepared for curing.

Many of the planters who failed to try the experiment when the seed was offered them free of cost, after seeing the success of the work of others, regret not availing themselves of the opportunity. There are no special sales for this variety of tobacco, but when it is brought in it is sold for other lots of the weed and sold separately.

The success has been such as to demonstrate the fact that in certain sections of Bedford, especially where there is limestone in the soil, Burley tobacco can be successfully grown.

Increased Receipts at Drake's Branch.

[Special to The Times-Dispatch.] Drake's Branch, Va., January 22.—The receipts for the week have been heavier for the week. The farmers in this section had a very good "season," and increased receipts are expected next week. Some good tobaccos have been offered, wrappers selling as high as \$30 per hundred pounds. Prices are better than they were before Christmas, and the farmers now seem very well pleased. A load of dark tobacco was sold Friday at Planter's Warehouse, consisting of all grades, and weighing 1,500 pounds, that netted \$228.25, an average of about \$15 per hundred pounds. The best pile had 220 pounds in it, and sold for \$30 per hundred.

Lynchburg Market Leads State.
[Special to The Times-Dispatch.] Lynchburg, Va., January 22.—During the month of December the Lynchburg tobacco market maintained its prestige as the leading dark tobacco market of the State. The fact of the weather at no time was so the weed could be marketed, except by sprinkling with water. The sales were light, aggregating 141,200 pounds.

Bank of Commerce and Trusts

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This was in excess of the combined sales at the following nine markets: Altavista, Bedford City, Brookneal, Drake's Branch, Farmville, Martinsville, South Hill, Chase City and Appomattox.

Dillwyn Tobacco Market.

[Special to The Times-Dispatch.] Dillwyn, Va., January 22.—The tobacco market at this place is daily coming into favor with the farmers of Buckingham and adjacent counties. Better prices are being paid for tobacco at this market than at any other neighboring market. There have been very poor seasons up until this week. Now the market is being flooded with the weed, but the prices are high. Buckingham boasts of her tobacco and of her good market.

Petersburg Tobacco Market.

Petersburg, Va., January 22.—The receipts of tobacco this week showed considerable increase, though the offerings were generally artificially ordered. The warm rains of the last several days give assurance of heavy receipts within the next few days. It is estimated that about 30 per cent. to one-third of the crop in the district has thus far been sold. Prices this week were higher on all grades, with sales at the following figures: Lugs, \$5.75 to \$7; short leaf, \$7 to \$8.50; good leaf, \$8.50 to \$11.50; fine leaf, \$12 to \$15; wrappers, \$20 to \$30.

Increasing Sales at Martinsville.

[Special to The Times-Dispatch.] Martinsville, Va., January 22.—The sales of tobacco on the Martinsville market have been steadily increasing this week, the mild, damp weather bringing out the crop. Sales on Thursday were the heaviest since the beginning of the new year. Prices on all grades remain firm, and are slightly higher than those obtaining before the holidays. Thirteen thousand pounds were sold on this market Wednesday at an average of the following figures: Lugs, \$5.75 to \$7; short leaf, \$7 to \$8.50; good leaf, \$8.50 to \$11.50; fine leaf, \$12 to \$15; wrappers, \$20 to \$30.

Durham Market Not Strong.

[Special to The Times-Dispatch.] Durham, N. C., January 22.—The Durham tobacco market has not shown up strong since Christmas. The usual quantity is not coming in. It is estimated that less than half the crop has been marketed. The prices here are very satisfactory.

GOOD ROADS MEETING.

Question of How Best to Secure State Aid to Be Considered.

[Special to The Times-Dispatch.] Raleigh, N. C., January 22.—Special effort is being made to assure a large attendance upon the good roads meeting to be held here January 27, under the auspices of Dr. Joseph Hyde Pratt, the director of the North Carolina Good Roads Association, and State Geologist. The special purpose is to discuss methods of assisting the counties in building good roads, and especially the question of State aid in the best channels for State aid in the building good roads. It is the belief of Dr. Pratt that one of the very best aids that the State can give is the providing of a fund to employ competent engineers, who shall be available to go into the counties and lay off roads and plan road-building for the county authorities, co-operating with them and aiding in every way they can. The meeting is for all those interested in good road-building.



1104 EAST MAIN STREET

CORN-GROWING IN DEAR OLD VIRGINIA

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130 bushels; fourteen, 80 bushels; twenty-eight, 70 bushels; thirty-five, 60 bushels; and sixty-nine, 60 bushels.

These results were obtained in a county where the year before the maximum yield was 62½ bushels to the acre. Some of these boys with much smaller yields deserve almost as much credit as the prize winners, for they labored under adverse conditions, and on worn-out lands. All of the work in this county was done on high land, and some of it exceptionally poor. Nothing but the most intelligent farming and untiring efforts could have produced such results. The methods applied by all of the boys in growing their corn were deep fall plowing and subsoiling; thorough preparation of the seed bed, intelligent use of commercial fertilizers and barnyard manure; selection of seed corn; early, though, and frequent cultivation of the crop, and seeding of clover at the last working of the corn.

The success of the year's work has been most gratifying to all concerned, but what we regard as our greatest reward is that Mr. Eggleston, our Superintendent of Public Instruction, seeing the possibilities of the work, has identified himself with it, and in the future we will have the co-operation of the Department of Education, thus extending the work through twenty counties. Nothing more practical has ever been done for the country boy than this linking of his education with his life's work. On every hand we see the effects of ignorance of the fundamental principles of agriculture. Our depleted homes and wasted fields are melancholy evidences of a system of farming without method and of misdirected



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